

APPLICATION FOR FINANCIAL ASSISTANCE

Revised 4/99

IMPORTANT: Please consult the "Instructions for Completing the Project Application" for assistance in completion of this form.

SUBDIVISION: City of Norwood CODE# 061-57386

DISTRICT NUMBER: 2 COUNTY: Hamilton DATE 09/07/07

CONTACT: Jennifer L. Vatter PHONE # (513) 721-5500

(THE PROJECT CONTACT PERSON SHOULD BE THE INDIVIDUAL WHO WILL BE AVAILABLE ON A DAY-TO-DAY BASIS DURING THE APPLICATION REVIEW AND SELECTION PROCESS AND WHO CAN BEST ANSWER OR COORDINATE THE RESPONSE TO QUESTIONS)

FAX (513) 721-0607 E-MAIL jvatter@jmaconsult.com

PROJECT NAME: Marion Avenue Improvements

SUBDIVISION TYPE

(Check Only 1)

- ☐ 1. County
☒ 2. City
☐ 3. Township
☐ 4. Village
☐ 5. Water/Sanitary District
(Section 6119 O.R.C.)

FUNDING TYPE REQUESTED

(Check All Requested & Enter Amount)

- ☒ 1. Grant \$400,000
☐ 2. Loan \$
☐ 3. Loan Assistance \$

PROJECT TYPE

(Check Largest Component)

- ☒ 1. Road
☐ 2. Bridge/Culvert
☐ 3. Water Supply
☐ 4. Wastewater
☐ 5. Solid Waste
☐ 6. Stormwater

TOTAL PROJECT COST: \$800,000

FUNDING REQUESTED: \$400,000

DISTRICT RECOMMENDATION

To be completed by the District Committee ONLY

GRANT: \$ 400,000

SCIP LOAN: \$

RLP LOAN: \$

LOAN ASSISTANCE: \$

RATE: % TERM: yrs.

RATE: % TERM: yrs.

(Check Only 1)

- ☒ State Capital Improvement Program
☐ Local Transportation Improvements Program

☐ Small Government Program

2007 SEP 21 AM 10:02

OFFICE OF NEW BURLINGTON
COUNTY ENGINEER

FOR OPWC USE ONLY

PROJECT NUMBER: C /C

Local Participation %

OPWC Participation %

Project Release Date: / /

OPWC Approval:

APPROVED FUNDING: \$

Loan Interest Rate: %

Loan Term: years

Maturity Date:

Date Approved: / /

SCIP Loan RLP Loan

1.0 PROJECT FINANCIAL INFORMATION

1.1 PROJECT ESTIMATED COSTS:
(Round to Nearest Dollar)

TOTAL DOLLARS

**FORCE ACCOUNT
DOLLARS**

a.) Basic Engineering Services:

\$_____.

Preliminary Design \$_____.

Final Design \$_____.

Bidding \$_____.

Construction Phase \$_____.

Additional Engineering Services

\$_____.

***Identify services and costs below.**

b.) Acquisition Expenses:

Land and/or Right-of-Way

\$_____.

c.) Construction Costs:

\$ 800,000_____.

d.) Equipment Purchased Directly:

\$_____.

e.) Permits, Advertising, Legal:
(Or Interest Costs for Loan Assistance
Applications Only)

\$_____.

f.) Construction Contingencies:

\$_____.

g.) TOTAL ESTIMATED COSTS:

\$ 800,000_____.

***List Additional Engineering Services here:**

Service:

Cost:

1.2 PROJECT FINANCIAL RESOURCES:
(Round to Nearest Dollar and Percent)

	DOLLARS	%
a.) Local In-Kind Contributions	\$ _____ .00	
b.) Local Revenues	\$ <u>400,000</u> .00	<u>50</u>
c.) Other Public Revenues	\$ _____ .00	
ODOT	\$ _____ .00	
Rural Development	\$ _____ .00	
OEPA	\$ _____ .00	
OWDA	\$ _____ .00	
CDBG	\$ _____ .00	
OTHER _____	\$ _____ .00	
SUBTOTAL LOCAL RESOURCES:	\$ <u>400,000</u> .00	<u>50</u>
d.) OPWC Funds		
1. Grant	\$ <u>400,000</u> .00	<u>50</u>
2. Loan	\$ _____ .00	
3. Loan Assistance	\$ _____ .00	
SUBTOTAL OPWC RESOURCES:	\$ <u>400,000</u> .00	<u>50</u>
e.) TOTAL FINANCIAL RESOURCES:	\$ <u>800,000</u> .00	<u>100%</u>

1.3 AVAILABILITY OF LOCAL FUNDS:

Attach a statement signed by the Chief Financial Officer listed in section 5.2 certifying all local share funds required for the project will be available on or before the earliest date listed in the Project Schedule section.

ODOT PID# _____ Sale Date:
STATUS: (Check one)
 Traditional
 Local Planning Agency (LPA)
 State Infrastructure Bank

2.0 PROJECT INFORMATION

If project is multi-jurisdictional, information must be consolidated in this section.

2.1 PROJECT NAME: Marion Avenue Improvements

2.2 BRIEF PROJECT DESCRIPTION - (Sections A through C):

A: SPECIFIC LOCATION:

The project limits are the entire length of Marion Avenue (from Buxton to Norwood Avenue) in the City of Norwood. Please see attached project vicinity map.

PROJECT ZIP CODE: 45212

B: PROJECT COMPONENTS:

- 1.) Full depth pavement removal and replacement
- 2.) Curb removal and replacement
- 3.) Replace/Add new storm catch basins
- 4.) Upgrade existing storm sewer
- 5.) Install new storm sewer system
- 6.) Seeding and Mulching as necessary
- 7.) Driveway apron replacement as necessary
- 8.) New 8" watermain
- 9.) New hydrants

C: PHYSICAL DIMENSIONS / CHARACTERISTICS:

The length of the proposed project is approximately 1300 LF. The width of the existing roadway is approximately 30 feet.

D: DESIGN SERVICE CAPACITY:

Detail current service capacity vs. proposed service level.

Road or Bridge: Current ADT 3000 Year: 2000 Projected ADT: _____ Year: _____

Water/Wastewater: Based on monthly usage of 7,756 gallons per household, attach current rate ordinance. Current Residential Rate: \$_____ Proposed Rate: \$_____

Stormwater: Number of households served: _____

2.3 USEFUL LIFE / COST ESTIMATE: Project Useful Life: 30 Years.

Attach Registered Professional Engineer's statement, with original seal and signature confirming the project's useful life indicated above and estimated cost.

3.0 REPAIR/REPLACEMENT or NEW/EXPANSION:

TOTAL PORTION OF PROJECT REPAIR/REPLACEMENT \$ 800,000 .00

TOTAL PORTION OF PROJECT NEW/EXPANSION \$.00

4.0 PROJECT SCHEDULE: *

	BEGIN DATE	END DATE
4.1 Engineering/Design:	<u>08 /15 /06</u>	<u>05 /30/08</u>
4.2 Bid Advertisement and Award:	<u>06/01/08</u>	<u>07/01/08</u>
4.3 Construction:	<u>08/01 /08</u>	<u>12/31/09</u>
4.4 Right-of-Way/Land Acquisition:	<u>N/A</u>	<u>N/A</u>

* Failure to meet project schedule may result in termination of agreement for approved projects. Modification of dates must be requested in writing by the CEO of record and approved by the commission once the Project Agreement has been executed. The project schedule should be planned around receiving a Project Agreement on or about July 1st.

5.0 APPLICANT INFORMATION:

5.1 CHIEF EXECUTIVE

OFFICER	Thomas Williams
TITLE	Mayor
STREET	4645 Montgomery Road
CITY/ZIP	Norwood, Ohio 45212
PHONE	513-458-4501
FAX	513-458-4595
E-MAIL	

5.2 CHIEF FINANCIAL

OFFICER	Donnie Jones
TITLE	Auditor
STREET	4645 Montgomery Road
CITY/ZIP	Norwood, Ohio 45212
PHONE	513-458-4570
FAX	513-458-4595
E-MAIL	

5.3 PROJECT MANAGER

TITLE	Joseph C. Geers
STREET	Safety Service Director
CITY/ZIP	4645 Montgomery Road
PHONE	Norwood, Ohio 45212
FAX	513-458-4503
E-MAIL	513-458-4595

Changes in Project Officials must be submitted in writing from the CEO.

6.0 ATTACHMENTS/COMPLETENESS REVIEW:

Confirm in the blocks [] below that each item listed is attached.

- [X] A certified copy of the legislation by the governing body of the applicant authorizing a designated official to sign and submit this application and execute contracts. This individual should sign under 7.0, Applicant Certification, below.
- [X] A certification signed by the applicant's chief financial officer stating all local share funds required for the project will be available on or before the dates listed in the Project Schedule section. If the application involves a request for loan (RLP or SCIP), a certification signed by the CFO which identifies a specific revenue source for repaying the loan also must be attached. Both certifications can be accomplished in the same letter.
- [X] A registered professional engineer's detailed cost estimate and useful life statement, as required in 164-1-13, 164-1-14, and 164-1-16 of the Ohio Administrative Code. Estimates shall contain an engineer's original seal or stamp and signature.
- [NA] A cooperation agreement (if the project involves more than one subdivision or district) which identifies the fiscal and administrative responsibilities of each participant.
- [NA] Projects which include new and expansion components and potentially affect productive farmland should include a statement evaluating the potential impact. If there is a potential impact, the Governor's Executive Order 98-VII and the OPWC Farmland Preservation Review Advisory apply.
- [] Capital Improvements Report: (Required by O.R.C. Chapter 164.06 on standard form)
- [X] Supporting Documentation: Materials such as additional project description, photographs, economic impact (temporary and/or full time jobs likely to be created as a result of the project), accident reports, impact on school zones, and other information to assist your district committee in ranking your project. Be sure to include supplements which may be required by your *local* District Public Works Integrating Committee.

7.0 APPLICANT CERTIFICATION:

The undersigned certifies that: (1) he/she is legally authorized to request and accept financial assistance from the Ohio Public Works Commission; (2) to the best of his/her knowledge and belief, all representations that are part of this application are true and correct; (3) all official documents and commitments of the applicant that are part of this application have been duly authorized by the governing body of the applicant; and, (4) should the requested financial assistance be provided, that in the execution of this project, the applicant will comply with all assurances required by Ohio Law, including those involving Buy Ohio and prevailing wages.

Applicant certifies that physical construction on the project as defined in the application has NOT begun, and will not begin until a Project Agreement on this project has been executed with the Ohio Public Works Commission. Action to the contrary will result in termination of the agreement and withdrawal of Ohio Public Works Commission funding of the project.

Joe Geers, Service Director

Certifying Representative

Joe Geers
Signature/Date Signed


Engineer's Estimate

MARION AVENUE IMPROVEMENTS

CITY OF NORWOOD

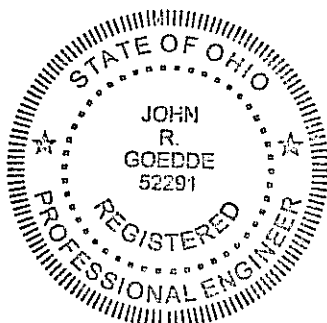
DESCRIPTION	QUANTITY	UNIT	PRICE	COST
Clearing/Remove Obstructions	1	LS	\$ 5,000.00	\$ 5,000.00
Excavation/Pavement Removed	2600	CY	\$ 22.00	\$ 57,200.00
Driveway Apron (remove & replace)	300	SY	\$ 60.00	\$ 18,000.00
Curb Removed	2600	LF	\$ 5.00	\$ 13,000.00
Catch Basins/Manholes Removed	8	EA	\$ 500.00	\$ 4,000.00
Concrete Walk (remove & replace)	2000	SF	\$ 6.00	\$ 12,000.00
Pipe Removed	440	LF	\$ 10.00	\$ 4,400.00
Excavation, incl. Embankment (undercut)	600	CY	\$ 40.00	\$ 24,000.00
Aggregate Base	1300	CY	\$ 50.00	\$ 65,000.00
Asphalt Concrete Base	450	CY	\$ 110.00	\$ 49,500.00
Asphalt Concrete Surface Course	200	CY	\$ 125.00	\$ 25,000.00
4"-8" Conduit	800	LF	\$ 25.00	\$ 20,000.00
12"-15" Conduit	800	LF	\$ 90.00	\$ 72,000.00
18"-24" Conduit	400	LF	\$ 110.00	\$ 44,000.00
Catch Basin	8	EA	\$ 3,000.00	\$ 24,000.00
Manhole	5	EA	\$ 3,000.00	\$ 15,000.00
Concrete Curb	2600	LF	\$ 12.00	\$ 31,200.00
Maintain Traffic	1	LS	\$ 20,000.00	\$ 20,000.00
Construction Layout Stakes	1	LS	\$ 25,000.00	\$ 25,000.00
Seed & Mulch Restoration	3000	SY	\$ 2.00	\$ 6,000.00
Utility Conflicts - lower waterline facilities	1	LS	\$ 160,000.00	\$ 160,000.00
Contingencies	1	LS	\$ 105,700.00	\$ 105,700.00
TOTAL ESTIMATED COST				\$ 800,000.00

I hereby certify this to be an accurate estimate of
the proposed project. The useful life of this project
is 30 years.



John R. Goedde, P.E.
JMA Consultants, Inc.

9-11-07
Date





Joseph C. Geers, Director
Department of Public Service-Safety

Ph. 513-458-4503
Fax: 513-458-4502

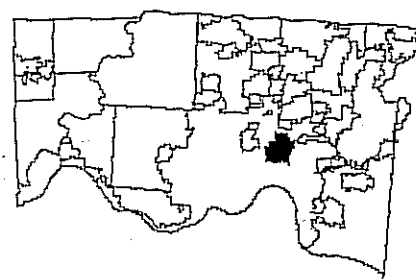
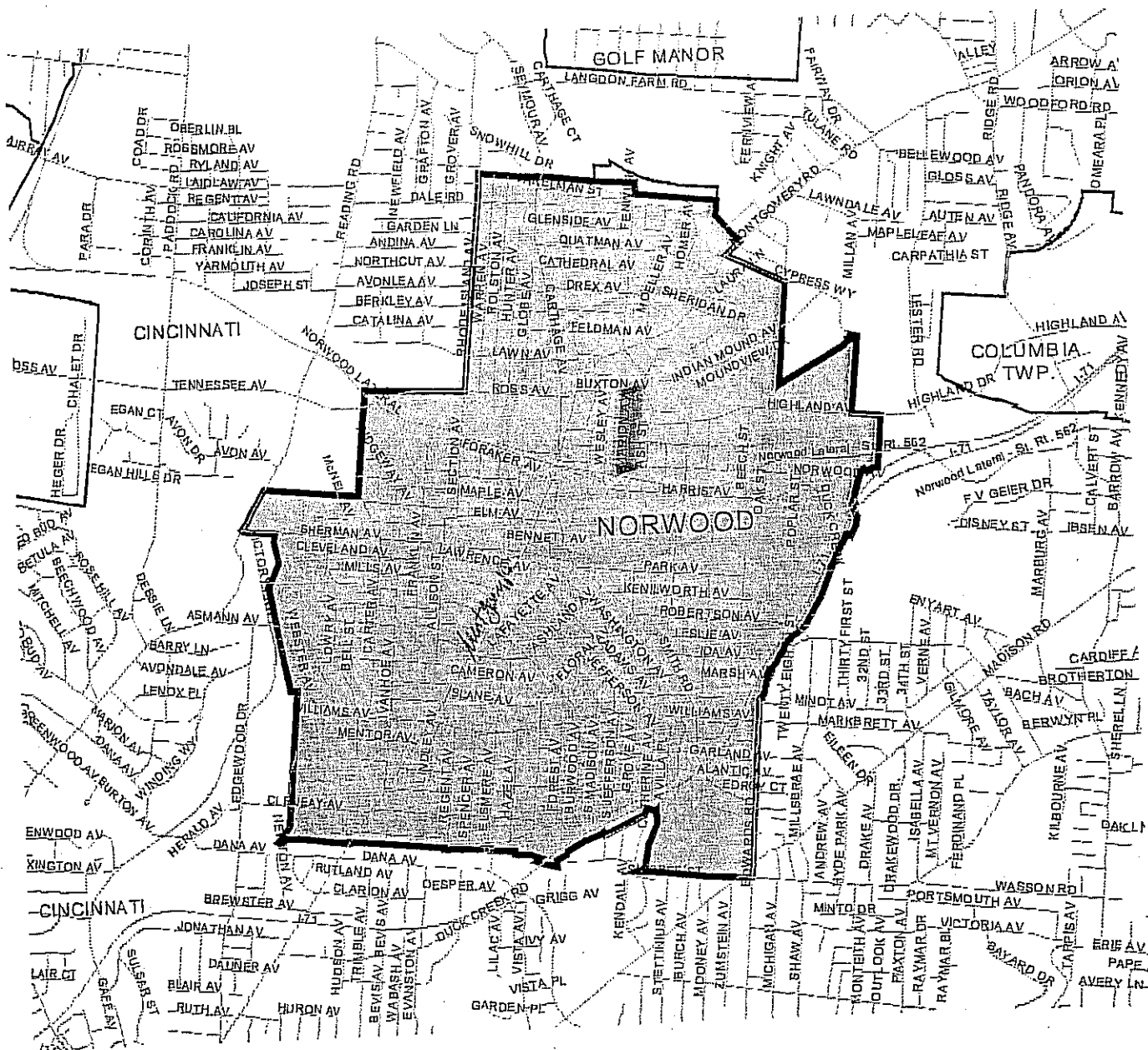
STATUS OF FUNDS CERTIFICATION

4645 Montgomery Road
Norwood, Ohio 45212

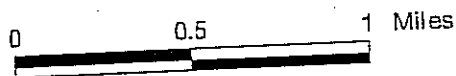
The City of Norwood will utilize \$400,000 from its local budget for its participation in the Marion Avenue Improvements Project.

Donnie Jones, Auditor
City of Norwood

"Gem of The Highlands"



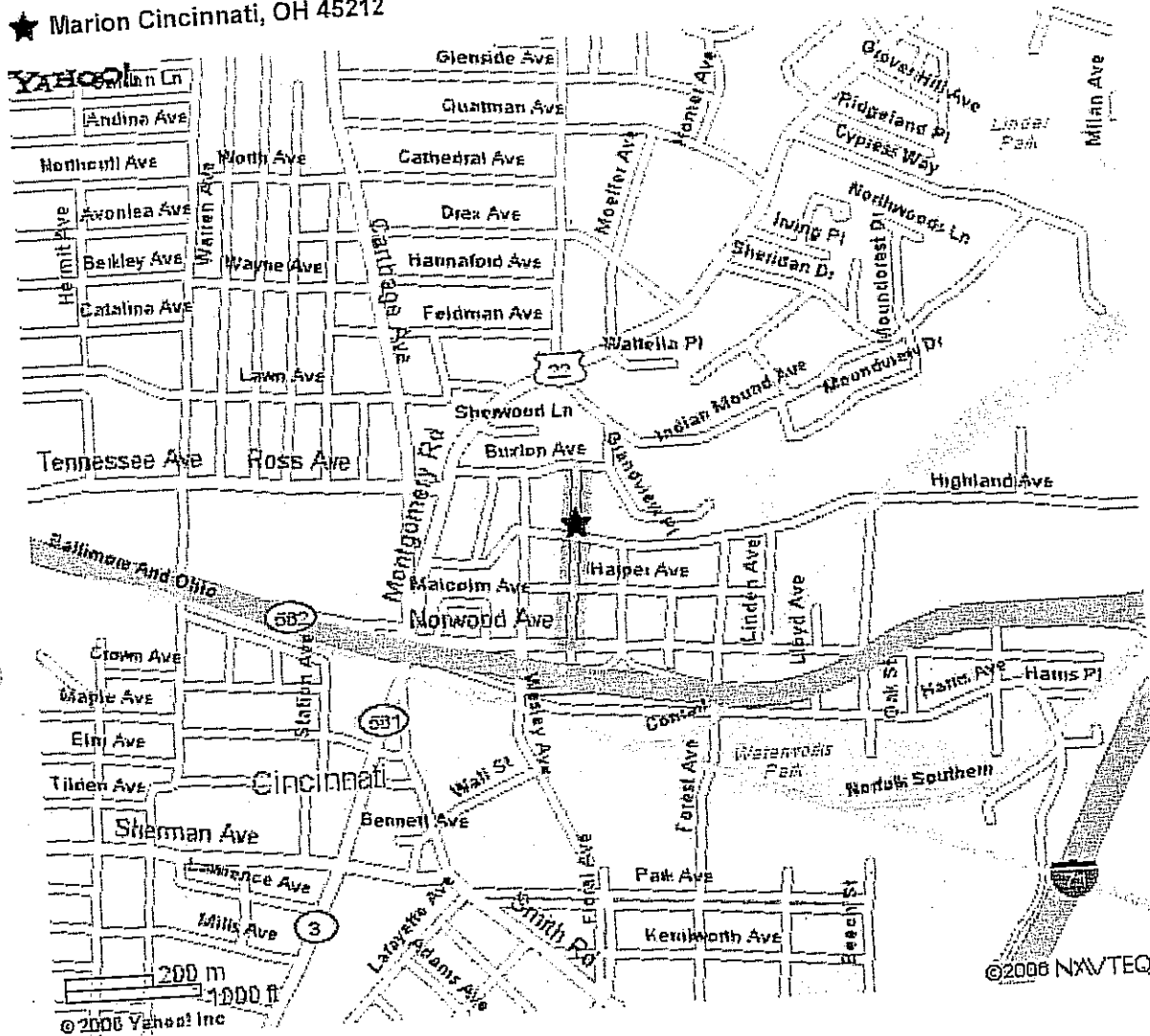
Norwood Hamilton County, Ohio



Yahoo! Maps - Cincinnati, OH 45212

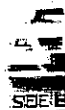
[Back to Map](#)

★ Marion Cincinnati, OH 45212



ADVERTI

EVERY
EVERY



When using any driving directions or map, it's a good idea to do a reality check and make sure the road still exists, watch out for construction, and follow all traffic safety precautions. This is only to be used as an aid in planning.

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J. Brian Mumper Clerk of Council
 certify this is a true and correct copy of
 Resolution No. 7-2007
 This resolution passed by the Council of
 the City of Norwood, Ohio in a
 Regular session held 7-23-07
 Special

Resolution No. 7

20

J. Brian Mumper
 Clerk of Council

RESOLUTION DECLARING COUNCIL'S INTENT TO ALLOCATE THE PROCEEDS OF AN EIGHT (8) MILL RENEWAL LEVY, IF PASSED BY THE VOTERS OF THE CITY OF NORWOOD, FOR CERTAIN SPECIFIC PURPOSES.

WHEREAS, Council for the City of Norwood anticipates levying a renewal of an eight (8) mill tax in excess of the ten-mill limitation; and

WHEREAS, Council wishes to demonstrate to the voters of the City of Norwood how such revenue will be spent, should the voters pass the renewal of said levy; now therefore

BE IT RESOLVED by the Council of the City of Norwood, State of Ohio:

SECTION 1. That this Council hereby expresses its intent and desire to allocate the proceeds of an eight (8) mill tax levy renewal in the manner described in the attached Exhibit A.

PASSED 7-23-07
 Date

Jane M. Grote
 Jane M. Grote
 President of Council

ATTEST:

J. Brian Mumper, the duly appointed Clerk of Council, attests that this resolution was passed at a regular special meeting of Norwood City Council on the 23 day of July, 2007, in compliance with the rules of Norwood City Council and the laws of the State of Ohio. The foregoing resolution was submitted to the Mayor of the City of Norwood, Ohio for his signature on the 26 day of July, 2007.

J. Brian Mumper
 J. Brian Mumper
 Clerk of Council

APPROVED 7/24/07
 Date

Thomas F. Williams
 Thomas F. Williams
 Mayor

"Exhibit A"

Contingent upon the renewal of the 8 Mill Tax Levy and it generating enough funds, it is the City's intention that the following amounts be earmarked for specific purposes to ensure that the citizens of Norwood receive the specific benefits as outlined below:

\$400,000.00 is to be earmarked for Streets
\$200,000.00 is to be earmarked for Capital Improvements
\$100,000.00 is to be earmarked for Reserve



City of Norwood - Marion Avenue



City of Norwood - Marion Avenue



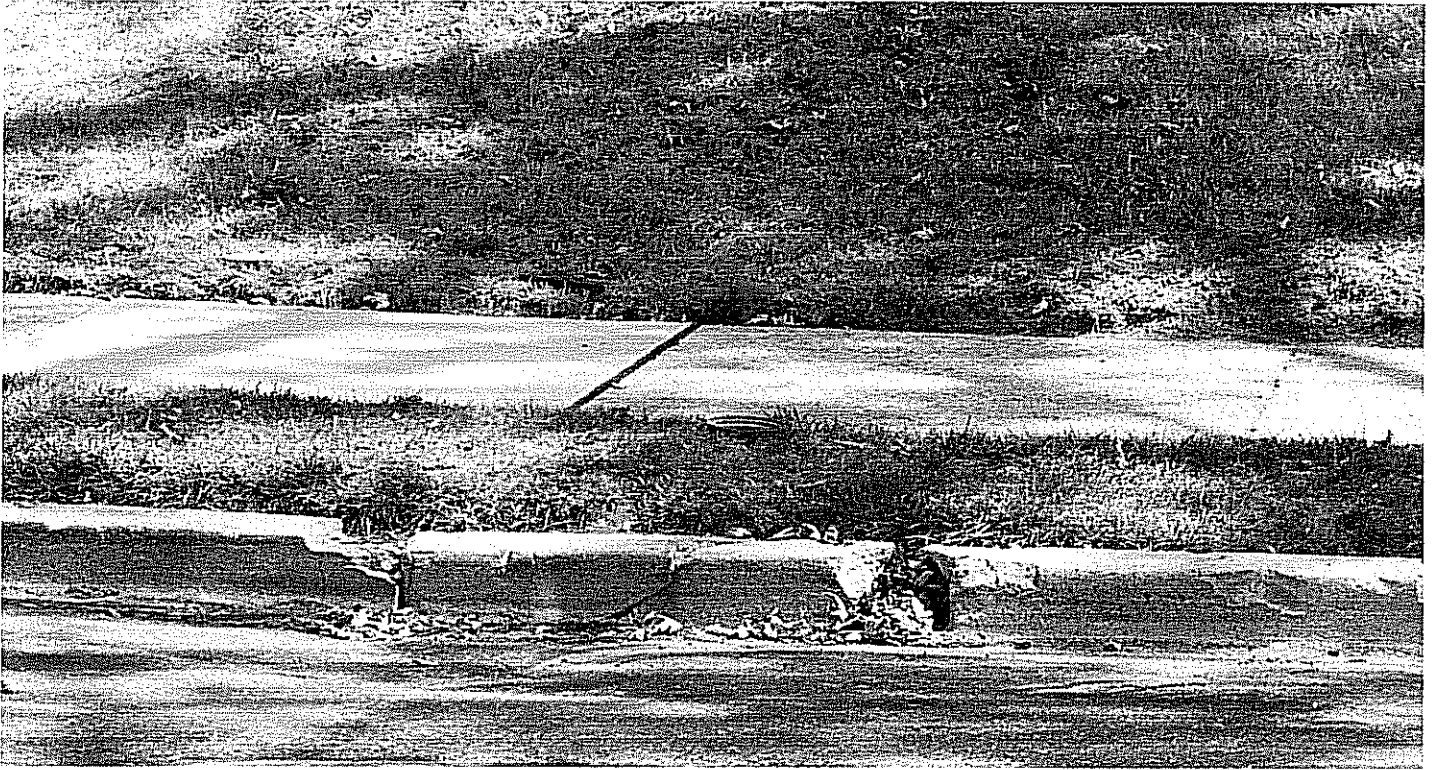
City of Norwood - Marion Avenue



City of Norwood - Marion Avenue



City of Norwood - Marion Avenue



City of Norwood - Marion Avenue



City of Norwood - Marion Avenue



City of Norwood - Marion Avenue

C. B.
INV. 647.52
D. 5.46

HARPER

C. B.
EL. INV. 656.08
D. 2.47

AVE

276.30'
8" V. P.

C. B.
EL. INV. 656.63
D. 2.12

M. H.
EL. INV. 654.
D. 9.53

174.50'

8" V. P.

175.60'

8" V. P.

EXH-2

176.00'
8" V. P.

EXH-37M

EL. INV. 647.82
D. 8.32

M. H.
EL. INV. 649.64
D. 8.72

C. B.
EL. INV. 654.33
D. 0.64

C. B.
EL. INV. 654.33
D. 0.62

C. B.
EL. INV. 649.50
D. 0.65

MARION

400.10
8" V. P.

No Outlet

SUBMISSION CHECKLIST FOR STATE OF OHIO CAPITAL IMPROVEMENT GRANT APPLICATIONS

Norwood
Marion Ave. #1

This checklist must be submitted with the other items necessary for project eligibility and review. Upon district receipt of the full package, this checklist will be date stamped and a copy will be forwarded to the applying jurisdiction. Once the checklist has been stamped, the district will accept no additional information regarding the project.

The following items **MUST** be submitted (by the deadline for such submission) in order for the District Two-Integrating Committee and Support Staff to consider your application complete and eligible for funding:

<input checked="" type="checkbox"/> OPWC Application for Financial Assistance (State of Ohio Form—Signed by C.E.O.)	<input checked="" type="checkbox"/> Additional Support Information Form (District Two Form)	<input checked="" type="checkbox"/> Detailed Cost Estimate (Signed by P.E.)
<input checked="" type="checkbox"/> Useful Life Certificate (Signed by P.E.)	<input checked="" type="checkbox"/> Status of Funds Certification (Jurisdiction Letterhead—Signed by C.F.O.)	<input checked="" type="checkbox"/> Project Vicinity Map
<input checked="" type="checkbox"/> Project Pictures (Minimum of 4 - Mounted)		

The following items **MUST** be submitted with the application in order for the District Two Support Staff to consider the maximum points available for your application (Specify type of submission):

- | | |
|--|--|
| <ul style="list-style-type: none"> • Infrastructure Condition Data
<i>• Underground Roads</i> • Infrastructure Health Data
<i>• Underground Roads</i> • Economic Growth Data • Ban/Moratorium Data | <ul style="list-style-type: none"> Infrastructure Safety Data
<i>• Underground Roads</i> Jurisdiction User Fee/Assessment Data • Alleviate Traffic Hazards/LOS Data • Users Certification Data
<i>• Long Documentation</i> |
|--|--|

The following items must be submitted by November 5, 2007:

<input type="checkbox"/> Capital Improvement Report (State of Ohio Form)	<input type="checkbox"/> Enabling Legislation (On Jurisdiction Letterhead and Signed by Clerk)
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ADDITIONAL SUPPORT INFORMATION

For Program Year 2008 (July 1, 2008 through June 30, 2009), jurisdictions shall provide the following support information to help determine which projects will be funded. Information on this form must be accurate, and where called for, based on sound engineering principles. Documentation to substantiate the individual items, as noted, is required. The applicant should also use the rating system and its' addendum as a guide. The examples listed in this addendum are not a complete list, but only a small sampling of situations that may be relevant to a given project.

IF YOU ARE APPLYING FOR A GRANT, WILL YOU BE WILLING TO ACCEPT A LOAN IF ASKED BY THE DISTRICT? _____YES X NO (ANSWER REQUIRED)

Note: Answering "Yes" will not increase your score and answering "NO" will not decrease your score.

1) What is the physical condition of the existing infrastructure that is to be replaced or repaired?

Give a statement of the nature of the deficient conditions of the present facility exclusive of capacity, serviceability, health and/or safety issues. If known, give the approximate age of the infrastructure to be replaced, repaired, or expanded. Use documentation (if possible) to support your statement. Documentation may include (but is not limited to): ODOT BR86 reports, pavement management condition reports, televised underground system reports, age inventory reports, maintenance records, etc., and will only be considered if included in the original application. Examples of deficiencies include: structural condition; substandard design elements such as widths, grades, curves, sight distances, drainage structures, etc.

The pavement surface is in very poor condition consisting of deteriorated asphalt with extensive longitudinal and transverse cracking. Potholes are evident throughout. Also, the surface asphalt is delaminated from the underlying courses. The severe pavement cracking allows surface water to infiltrate to the subgrade, which is undermining the entire pavement section. There are numerous areas which demonstrate these full depth pavement failures (see attached pictures). The base failures are so extensive that salvaging portions of the existing pavement is not feasible. The centerline pavement crown is as much as 9-10 inches above the gutter elevation in certain areas. This translates to more than a 5 percent average cross slope which is a substandard design element (3% cross slope is typical). Additionally, the existing curb is severely deteriorated to where more than 60 percent would need to be replaced. Also, the curb has crumbled and is broken off at the gutter elevation in many sections and therefore does not properly perform its intended function to channel surface water to a storm sewer system. A total street reconstruction including installation of new curb is required to fix these deficiencies. The street will be lowered to gain sufficient curb reveal and facilitate positive drainage to the curb. Also, the crown in the pavement needs to be reduced. This will all result in an insufficient cover over the existing watermain. The watermain will need to be replaced at a lower elevation to attain adequate cover. The storm sewer system was installed prior to 1925 and is more than 80 years old, approaching the end of its useful life. The existing storm sewer does not have an outlet (see attached records). The storm pipe is connected between catch basins to reduce runoff through the intersection however the only relief for this stormwater is to percolate out of the downstream inlets on each side of the street (see attached photo). This results in a system that is not self cleansing which is a sub-standard design element (typical velocities are a minimum 2 feet per second to be self-cleansing). Excessive sediment and debris are deposited in the system causing significant maintenance issues. A new storm sewer will be installed and will connect to the storm sewer system at Norwood Avenue.

2) How important is the project to the safety of the Public and the citizens of the District and/or service area?

Give a statement of the projects effect on the safety of the service area. The design of the project is intended to reduce existing accident rate, promote safer conditions, and reduce the danger of risk, liability or injury. (Typical examples may include the effects of the completed project on accident rates, emergency response time, fire protection, and highway capacity.) Please be specific and provide documentation if necessary to substantiate the data. The applicant must demonstrate the type of problems that exist, the frequency and severity of the problems and the method of correction.

The irregular pavement section resulting from extensive patching and utility repairs contributes to the "roller coaster" type ride. The excessive pavement cross slopes tend to guide vehicles toward the curbs. This will be alleviated by constructing a new street with standard cross slopes. The irregular pavement together with the excess cracking and numerous potholes/base failures makes it impossible for vehicles to safely travel at the posted speed. A new smooth driving surface will fix this problem and promote safer driving conditions. The existing 4-inch watermain is sub-standard and not adequate for fire-fighting, which is especially important near an elementary school. A new 8 inch watermain will be installed to alleviate this concern. New fire hydrants will be installed at proper spacing.

3) How important is the project to the health of the Public and the citizens of the District and/or service area?

Give a statement of the projects effect on the health of the service area. The design of the project will improve the overall condition of the facility so as to reduce or eliminate potential for disease, or correct concerns regarding the environmental health of the area. (Typical examples may include the effects of the completed project by improving or adding storm drainage or sanitary facilities, etc.). Please be specific and provide documentation if necessary to substantiate the data. The applicant must demonstrate the type of problems that exist, the frequency and severity of the problems and the method of correction.

The storm sewer in Marion Avenue promotes unhealthy conditions by holding stagnant water. These conditions are especially unsafe given the elementary school located on Marion Avenue. The project will upgrade the storm sewer system, which will convey drainage appropriately to the proper outfall, and not hold water.

4) Does the project help meet the infrastructure repair and replacement needs of the applying jurisdiction?

The jurisdiction must submit a listing in priority order of the projects for which it is applying. Points will be awarded on the basis of most to least importance.

Priority 1 Marion Avenue Improvements

Priority 2 Harris Avenue Improvements

Priority 3

Priority 4

Priority 5

5) To what extent will the user fee funded agency be participating in the funding of the project?

(example: rates for water or sewer, frontage assessments, etc.)

No participation – Zero (0)%

6) Economic Growth – How will the completed project enhance economic growth

Give a statement of the projects effect on the economic growth of the service area (be specific).

No significant impact on economic growth

7) Matching Funds - LOCAL

The information regarding local matching funds is to be filed by the applicant in Section 1.2 (b) of the Ohio Public Works Association's "Application For Financial Assistance" form.

8) Matching Funds - OTHER

The information regarding local matching funds is to be filed by the applicant in Section 1.2 (c) of the Ohio Public Works Association's "Application For Financial Assistance" form. If MRF funds are being used for matching funds, the MRF application must have been filed by August 31st of this year for this project with the Hamilton County Engineer's Office. List below all "other" funding the source(s).

Local funds are used as the match for this project.

9) Will the project alleviate serious traffic problems or hazards or respond to the future level of service needs of the district?

Describe how the proposed project will alleviate serious traffic problems or hazards (be specific).

For roadway betterment projects, provide the existing and proposed Level of Service (LOS) of the facility using the methodology outlined within AASHTO'S "Geometric Design of Highways and Streets" and the 1985 Highway Capacity Manual.

Existing LOS _____ Proposed LOS _____

If the proposed design year LOS is not "C" or better, explain why LOS "C" cannot be achieved.

10) If SCIP/LTIP funds were granted, when would the construction contract be awarded?

If SCIP/LTIP funds are awarded, how soon after receiving the Project Agreement from OPWC (tentatively set for July 1 of the year following the deadline for applications) would the project be under contract? The Support Staff will review status reports of previous projects to help judge the accuracy of a jurisdiction's anticipated project schedule.

Number of months 4

- a.) Are preliminary plans or engineering completed? Yes X No _____ N/A _____
- b.) Are detailed construction plans completed? Yes _____ No X N/A _____
- c.) Are all utility coordination's completed? Yes _____ No X N/A _____
- d.) Are all right-of-way and easements acquired (if applicable)? Yes _____ No _____ N/A X

If no, how many parcels needed for project? _____ Of these, how many are: Takes _____
Temporary _____
Permanent _____

For any parcels not yet acquired, explain the status of the ROW acquisition process for this project.

- e.) Give an estimate of time needed to complete any item above not yet completed. 13 Months.

11) Does the infrastructure have regional impact?

Give a brief statement concerning the regional significance of the infrastructure to be replaced, repaired, or expanded.

 The project will primarily affect the residents of the City of Norwood

12) What is the overall economic health of the jurisdiction?

The District 2 Integrating Committee predetermines the jurisdiction's economic health. The economic health of a jurisdiction may periodically be adjusted when census and other budgetary data are updated.

13) Has any formal action by a federal, state, or local government agency resulted in a partial or complete ban of the usage or expansion of the usage for the involved infrastructure?

Describe what formal action has been taken which resulted in a ban of the use of or expansion of use for the involved infrastructure? Typical examples include weight limits, truck restrictions, and moratoriums or limitations on issuance of building permits, etc. The ban must have been caused by a structural or operational problem to be considered valid. Submission of a copy of the approved legislation would be helpful.

 No ban

Will the ban be removed after the project is completed? Yes _____ No _____ N/A X

14) What is the total number of existing daily users that will benefit as a result of the proposed project?

For roads and bridges, multiply current Average Daily Traffic (ADT) by 1.20. For inclusion of public transit, submit documentation substantiating the count. Where the facility currently has any restrictions or is partially closed, use documented traffic counts prior to the restriction. For storm sewers, sanitary sewers, water lines, and other related facilities, multiply the number of households in the service area by 4. User information must be documented and certified by a professional engineer or the jurisdictions' C.E.O.

Traffic: ADT 3000 X 1.20 = 3,600 Users

Water/Sewer: Homes _____ X 4.00 = _____ Users

15) Has the jurisdiction enacted the optional \$5 license plate fee, an infrastructure levy, a user fee, or dedicated tax for the pertinent infrastructure?

The applying jurisdiction shall list what type of fees, levies or taxes they have dedicated toward the type of infrastructure being applied for. (Check all that apply)

Optional \$5.00 License Tax yes _____

Infrastructure Levy _____ Specify type _____ Facility

Users Fee _____ Specify type _____

Dedicated Tax _____ Specify type _____

Other Fee, Levy or Tax yes _____ Specify type Tax Levy – Specific Dollar amount earmarked for Street Improvements

**SCIP/LTIP PROGRAM
ROUND 22 - PROGRAM YEAR 2008
PROJECT SELECTION CRITERIA
JULY 1, 2008 TO JUNE 30, 2009**

NAME OF APPLICANT: City of Norwood

NAME OF PROJECT: Marion Ave. Improvements

RATING TEAM: 5

General Statement for Rating Criteria

Points awarded for all items will be based on engineering experience, field verification, application information and other information supplied by the applying agency, which is deemed to be relevant by the Support Staff. The examples listed in this addendum are not a complete list, but only a small sampling of situations that may be relevant to a given project.

CIRCLE THE APPROPRIATE RATING

1) What is the physical condition of the existing infrastructure that is to be replaced or repaired?

25 - Failed

☒ 23 - Critical

20 - Very Poor

17 - Poor

15 - Moderately Poor

10 - Moderately Fair

5 - Fair Condition

0 - Good or Better

Appeal Score

Criterion 1 - Condition

Condition of the particular infrastructure to be repaired, reconstructed or replaced shall be a measure of the degree of reduction in condition from its original state. Historic pavement management data based on ASTM D6433-99 rating system may be submitted as documentation. Capacity, serviceability, safety and health shall not be considered in this criterion. Any documentation the Applicant wishes to be considered must be included in the application package.

Definitions:

Failed Condition - requires complete reconstruction where no part of the existing facility is salvageable. (E.g. Roads: complete reconstruction of roadway, curbs and base; Bridges: complete removal and replacement of bridge; Underground: removal and replacement of an underground drainage or water system.

Critical Condition - requires partial reconstruction to maintain integrity. (E.g. Roads: reconstruction of roadway/curbs can be saved; Bridges: removal and replacement of bridge with abutment modification; Underground: removal and replacement of part of an underground drainage or water system.

Very Poor Condition - requires extensive rehabilitation to maintain integrity. (E.g. Roads: extensive full depth, partial depth and curb repair of a roadway with a structural overlay; Bridges: superstructure replacement; Underground: repair of joints and/or replacement of pipe sections.

Poor Condition - requires standard rehabilitation to maintain integrity. (E.g. Roads: moderate full depth, partial depth and curb repair to a roadway with no structural overlay needed or structural overlay with minor repairs to a roadway needed; Bridges: extensive patching of substructure and replacement of deck; Underground: insituform or other in ground repairs.

Moderately Poor Condition - requires minor rehabilitation to maintain integrity. (E.g. Roads: minor full depth, partial depth or curb repairs to a roadway with either a thin overlay or no overlay needed; Bridges: major structural patching and/or major deck repair.

Moderately Fair Condition - requires extensive maintenance to maintain integrity. (E.g. Roads: thin or no overlay with extensive crack sealing, minor partial depth and/or slurry or rejuvenation; Bridges: minor structural patching, deck repair, erosion control.)

Fair Condition - requires routine maintenance to maintain integrity. (E.g. Roads: slurry seal, rejuvenation or routine crack sealing to the roadway; Bridges: minor structural patching.)

Good or Better Condition - little to no maintenance required to maintain integrity.

Note: If the infrastructure is in "good" or better condition, it will **NOT** be considered for SCIP/LTIP funding unless it is an expansion project that will improve serviceability.

2) How important is the project to the safety of the Public and the citizens of the District and/or service area?

- 25 - Highly significant importance
- 20 - Considerably significant importance
- 15 - Moderate importance
- 10 - Minimal importance
- 5 - Poorly documented importance
- ☒ 0 - No measurable impact

Appeal Score

Criterion 2 – Safety

The applying agency shall include in its application the type ~~frequency, and severity of the safety problem~~ deficiency that currently exists ~~and how the intended project would improve the situation~~. For example, have there been vehicular accidents attributable to the problems cited? Have they involved injuries or fatalities? In the case of water systems, are existing hydrants non-functional? In the case of water lines, is the present capacity inadequate to provide volumes or pressure for adequate fire protection? **In all cases, specific documentation is required.** Mentioned problems, which are poorly documented, ~~shall generally will~~ not receive more than 5 points.

Note: Each project is looked at on an individual basis to determine if any aspects of this category apply. Examples given above are NOT intended to be exclusive.

3) How important is the project to the health of the Public and the citizens of the District and/or service area?

- 25 - Highly significant importance
- 20 - Considerably significant importance
- 15 - Moderate importance
- 10 - Minimal importance
- 5 - Poorly documented importance
- ☒ 0 - No measurable impact

Appeal Score

Criterion 3 – Health

The applying agency shall include in its application the type, frequency, and severity of the health problem that would be eliminated or reduced by the intended project. For example, can the problem be eliminated only by the project, or would routine maintenance be satisfactory? If basement flooding has occurred, was it storm water or sanitary flow? What complaints if any are recorded? In the case of underground improvements, how will they improve health if they are storm sewers? How would improved sanitary sewers improve health or reduce health risk? **In all cases, quantified documentation is required.** Mentioned problems, which are poorly documented, ~~shall generally will~~ not receive more than 5 points.

Note: Each project is looked at on an individual basis to determine if any aspects of this category apply. Examples given above are NOT intended to be exclusive.

4) Does the project help meet the infrastructure repair and replacement needs of the applying agency?

Note: Applying agency's priority listing (part of the Additional Support Information) must be filed with application(s).

- ☒ 25 - First priority project
- 20 - Second priority project
- 15 - Third priority project
- 10 - Fourth priority project
- 5 - Fifth priority project or lower

Appeal Score

Criterion 4 – Jurisdiction's Priority Listing

The applying agency **must** submit a listing in priority order of the projects for which it is applying. Points will be awarded on the basis of most to least importance. The form is included in the Additional Support Information.

5) To what extent will a user fee funded agency be participating in the funding of the project?

10 – Less than 10%

9 – 10% to 19.99%

8 – 20% to 29.99%

7 – 30% to 39.99%

6 – 40% to 49.99%

5 – 50% to 59.99%

4 – 60% to 69.99%

3 – 70% to 79.99%

2 – 80% to 89.99%

1 – 90% to 95%

0 – Above 95%

Appeal Score

Criterion 5 – User Fee-funded Agency Participation

To what extent will a user fee funded agency be participating in the funding of the project? (Example: rates for water or sewer, frontage assessments, etc.). The applying agency must submit documentation.

6) Economic Growth – How the completed project will enhance economic growth (See definitions).

10 – The project will directly secure new employment

Appeal Score

5 – The project will permit more development

0 – The project will not impact development

Criterion 6 – Economic Growth

Will the completed project enhance economic growth and/or development in the service area?

Definitions:

Secure new employment: The project as designed will secure development/employers, which will immediately add new permanent employees to the jurisdiction. The applying agency must submit details.

Permit more development: The project as designed will permit additional business development/employment. The applying agency must supply details.

The project will not impact development: The project will have no impact on business development.

Note: Each project is looked at on an individual basis to determine if any aspects of this category apply.

7) Matching Funds - **LOCAL**

10 – This project is a loan or credit enhancement

10 – 50% or higher

8 – 40% to 49.99%

6 – 30% to 39.99%

4 – 20% to 29.99%

2 – 10% to 19.99%

0 – Less than 10%

List total percentage of "Local" funds 50 %

Criterion 7 – Matching Funds – Local

The percentage of matching funds which come directly from the budget of the applying agency. Ten points shall be awarded if a loan request is at least 50% of the total project cost. (If the applying agency is not a user fee funded agency, any funds to be provided by a user fee generating agency will be considered "Matching Funds – Other").

8) Matching Funds – **OTHER**

List total percentage of “Other” funds 0 %

- 10 – 50% or higher
- 8 – 40% to 49.99%
- 6 – 30% to 39.99%
- 4 – 20% to 29.99%
- 2 – 10% to 19.99%
- 1 – 1% to 9.99%
- 0 – Less than 1%**

List below each funding source and percentage

_____	_____ %
_____	_____ %
_____	_____ %
_____	_____ %
_____	_____ %

Criterion 8 – Matching Funds - Other

The percentage of matching funds that come from funding sources other than those mentioned in Criterion 7. A letter from the outside funding agency stating their financial participation in the project and the amount of funding is required to receive points. For MRF, a copy of the current application form filed with the Hamilton County Engineer’s Office meets the requirement.

9) Will the project alleviate serious capacity problems or hazards or respond to the future level of service needs of the district?

- 10 - Project design is for future demand.
- 8 - Project design is for partial future demand.
- 6 - Project design is for current demand.
- 4 - Project design is for minimal increase in capacity.
- 2 - Project design is for no increase in capacity.**

Appeal Score

Criterion 9 – Alleviate Capacity Problems

The applying agency shall provide a narrative, along with pertinent support documentation, which describe the existing deficiencies and showing how congestion will be reduced or eliminated and how service will be improved to meet the needs of any expected growth or development. A formal capacity analysis accompanying the application would be beneficial. Projected traffic or demand should be calculated as follows:

Formula:

Existing users x design year factor = projected users

<u>Design Year</u>	<u>Design year factor</u>		
	<u>Urban</u>	<u>Suburban</u>	<u>Rural</u>
20	1.40	1.70	1.60
10	1.20	1.35	1.30

Definitions:

Future demand – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service for twenty-year projected demand or fully developed area conditions. Justification must be supplied if the area is already largely developed or undevelopable and thus the projection factors used deviate from the above table.

Partial future demand – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service for ten-year projected demand or partially developed area conditions. Justification must be supplied if the area is already largely developed or undevelopable and thus the projection factors used deviate from the above table.

Current demand – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service only for existing demand and conditions.

Minimal increase – Project will reduce but not eliminate existing congestion or deficiencies and will provide a minimal but less than sufficient increase in existing capacity or service for existing demand and conditions.

No increase – Project will have no effect on existing congestion or deficiencies and provide no increase in capacity or service for existing demand and conditions.

10) Readiness to Proceed - If SCIP/LTIP funds are granted, when would the construction contract be awarded?

- 5 - Will be under contract by December 31, 2008 and no delinquent projects in Rounds 19 & 20
3 - Will be under contract by March 31, 2009 and/or one delinquent project in Rounds 19 & 20
0 - Will not be under contract by March 31, 2009 and/or more than one delinquent project in Rounds 19 & 20

Criterion 10 – Readiness to Proceed

The Support Staff will assign points based on engineering experience and status of design plans. A project is considered delinquent when it has not received a notice to proceed within the time stated on the original application and no time extension has been granted by the OPWC. An applying agency receiving approval for a project and subsequently canceling the same after the bid date on the application will receive zero (0) points under this round and the following round.

11) Does the infrastructure have regional impact? Consider origination and destination of traffic, functional classifications, size of service area, and number of jurisdictions served, etc.

10 – Major Impact

8 – Significant Impact

6 – Moderate Impact

4 – Minor Impact

2 – Minimal or No Impact

Appeal Score

Criterion 11 - Regional Impact

The regional significance of the infrastructure that is being repaired or replaced.

Definitions:

Major Impact – Roads: Major Arterial: A direct connector to an Interstate Highway; Arterials are intended to provide a greater degree of mobility rather than land access. Arterials generally convey large traffic volumes for distances greater than one mile. A major arterial is a highway that is of regional importance and is intended to serve beyond the county. It may connect urban centers with one another and/or with outlying communities and employment or shopping centers. A major arterial is intended primarily to serve through traffic.

Significant Impact – Roads: Minor Arterial: A roadway, also serving through traffic, that is similar in function to a major arterial, but operates with lower traffic volumes, serves trips of shorter distances (but still greater than one mile), and may provide a higher degree of property access than do major arterials.

Moderate Impact – Roads: Major Collector: A roadway that provides for traffic movement between local roads/streets and arterials or community-wide activity centers and carries moderate traffic volumes over moderate distances (generally less than one mile). Major collectors may also provide direct access to abutting properties, such as regional shopping centers, large industrial parks, major subdivisions and community-wide recreational facilities, but typically not individual residences. Most major collectors are also county roads and are therefore through streets.

Minor Impact – Roads: Minor Collector: A roadway similar in functions to a major collector but which carries lower traffic volumes over shorter distances and has a higher degree of property access. Minor collectors may serve as main circulation streets within large, residential neighborhoods. Most minor collectors are also township roads and streets and may, or may not, be through streets.

Minimal or No Impact - Roads: Local: A roadway that is primarily intended to provide access to abutting properties. It tends to accommodate lower traffic volumes, serves short trips (generally within neighborhoods), and provides connections preferably only to collector streets rather than arterials.

12) What is the overall economic health of the jurisdiction?

10 Points

8 Points

6 Points

4 Points

2 Points

Criterion 12 – Economic Health

The District 2 Integrating Committee predetermines the applying agency's economic health. The economic health of a jurisdiction may periodically be adjusted when census and other budgetary data are updated.

13) Has any formal action by a federal, state, or local government agency resulted in a partial or complete ban of the usage or expansion of the usage for the involved infrastructure?

10 - Complete ban, facility closed

Appeal Score

8 – 80% reduction in legal load or 4-wheeled vehicles only

7 – Moratorium on future development, *not* functioning for current demand

6 – 60% reduction in legal load

5 - Moratorium on future development, functioning for current demand

4 – 40% reduction in legal load

2 – 20% reduction in legal load

0 – Less than 20% reduction in legal load

Criterion 13 - Ban

The applying agency shall provide documentation to show that a facility ban or moratorium has been formally placed. The ban or moratorium must have been caused by a structural or operational problem. Points will only be awarded if the end result of the project will cause the ban to be lifted.

4) What is the total number of existing daily users that will benefit as a result of the proposed project?

10 - ~~16,000~~ 30,000 or more

Appeal Score

8 - ~~12,000~~ 21,000 to 29,999 ~~15,999~~

6 - ~~8,000~~ 12,000 to 20,999 ~~11,999~~

4 - ~~4,000~~ 3,000 to 11,999 ~~7,999~~

2 - ~~3,999~~ 2,999 and under

Criterion 14 - Users

The applying agency shall provide documentation. A registered professional engineer or the applying agency's C.E.O must certify the appropriate documentation. Documentation may include current traffic counts, households served, when converted to a measurement of persons. Public transit users are permitted to be counted for the roads and bridges, but only when certifiable ridership figures are provided.

5) Has the applying agency enacted the optional \$5 license plate fee, an infrastructure levy, a user fee, or dedicated tax for the pertinent infrastructure? (*Provide documentation of which fees have been enacted.*)

5 - Two or more of the above

Appeal Score

3 - One of the above

0 - None of the above

Criterion 15 – Fees, Levies, Etc.

The applying agency shall document (in the "Additional Support Information" form) which type of fees, levies or taxes they have dedicated toward the type of infrastructure being applied for.